Exhibit 4

CITY OF MOUNTAIN VIEW

STEVENS CREEK TRAIL
Reach 4, Segment 2

DRAFT

FINAL ENVIRONMENTAL IMPACT REPORT
SECTIONS I & II

PLEASE NOTE: This packet contains only Sections I (Purpose of EIR) and II (Responses to Comments) of the Final EIR. Section III (Text Revisions to the Draft EIR) and Appendices are not included.

Section I
Purpose and Format of the Final EIR

PROJECT OVERVIEW

A project overview is included in this Final Environmental Impact Report (EIR) to provide a review of the proposed project and to identify modifications that have been made to the project alignment since the Draft EIR (DEIR) was circulated. Modifications were made to the project to avoid and/or reduce significant impacts of the project, especially between the Village Court and the Permanente Creek Bypass Channel, as recommended by the regulatory agencies in their comments on the DEIR. No new significant environmental impacts or increases in the severity of environmental impacts would result from these modifications. In fact, impacts of the project would be reduced significantly with the proposed modifications, which are included in the text revisions to the DEIR (Section III of this Final EIR, **Revisions to the Text of the DEIR**). For this reason, no recirculation of the DEIR is required, per California Environmental Quality Act (CEQA) Guideline Section 15088.5.

PROJECT DESCRIPTION

The City of Mountain View is proposing the 1.7-mile extension of the existing Stevens Creek Trail from Yuba Drive in the north to Mountain View High School in the south (hereafter, the proposed project). The project is the final extension of the Stevens Creek Trail as it travels through the City of Mountain View, from the San Francisco Bay to the southern boundary of the City at Mountain View High School. The trail would safely link the eastern residential areas of the City with the area west of State Route 85 which includes schools, parks, and the downtown area of the City. The project would provide the residents of southern Mountain View with an alternative transportation corridor to access the job-rich areas of northern Mountain View, potentially reducing traffic and improving traffic-related air quality and noise impacts within the project area. The project is necessary to implement the County of Santa Clara's Countywide Trails Master Plan (November 1995), which designates the Stevens Creek Trail as a Sub-Regional Trail Route, linking the existing San Francisco Bay Trail with (ultimately), the Bay Area Ridge Trail in the Santa Cruz Mountains.

The proposed Reach 4, Segment 2 trail extension alignment is described below from north to south, beginning at Yuba Drive and ending at Mountain View High School. The project is the construction of an asphalt-paved, Class I trail, including two, five-foot wide travel lanes and two, two-foot shoulders. The entire trail alignment, including bridges, tunnel, and the trail itself, would be constructed to meet all Americans with Disabilities Act (ADA) criteria.

Beginning at the existing trailhead at Yuba Drive, the trail would travel south on the east side of Stevens Creek where it would cross under El Camino Real (State Route 82) by way of a cut and cover tunnel. The trail would continue southward through the meadow between State Route 85 and the east side of the creek for a distance of approximately 3,680 feet. The trail

would then be elevated over State Route 85 on a pedestrian bridge structure to the intersection of Dale Avenue and Heatherstone Way on the east side of the highway. For this segment of the trail, neighborhood access points are proposed at Kentmere Court and the Sleeper Open Space on the west side of the creek and Continental Circle on the east side of State Route 85 (via a pedestrian bridge structure over the highway). The access points at Kentmere Court and Sleeper Open Space would be connected to the trail by prefabricated single-span bridges that would be designed and placed to reduce impacts to the creek and its riparian vegetation.

From the intersection of Dale Avenue/Heatherstone Way, the trail would then travel southward adjacent to the existing State Route 85 soundwall from Dale/Heatherstone to the Village Court area. The neighborhood access point for this segment of the trail is proposed at Heatherstone Way.

The trail alignments for the area near Village Court (A7) and the Permanente Creek Bypass Channel (A9) have been modified in response to requests by some regulatory agencies that the City look into design alternatives to reduce the environmental impacts of constructing the trail in these locations (please refer to Figure 1). The modified alignment for A7 proposes a single-span crossing of Stevens Creek near Village Court adjacent to the State Route 85 soundwall on the creek side of the wall. Further south at the Permanente Creek Bypass Channel (A9), the modified alignment proposes a single-span bridge adjacent to the State Route 85 soundwall, and avoids crossing Stevens Creek. This modification eliminates the two previously proposed crossings of the creek, a pier within the banks of the creek, and concrete riprap as described in the DEIR. Two possible construction methods for these crossings include an elevated structure supported by piers or the existing soundwall would be replaced with a stronger version that would be designed to carry the elevated trail structure. Please refer to Figure 1 for the revised alignments at crossings A7 and A9.

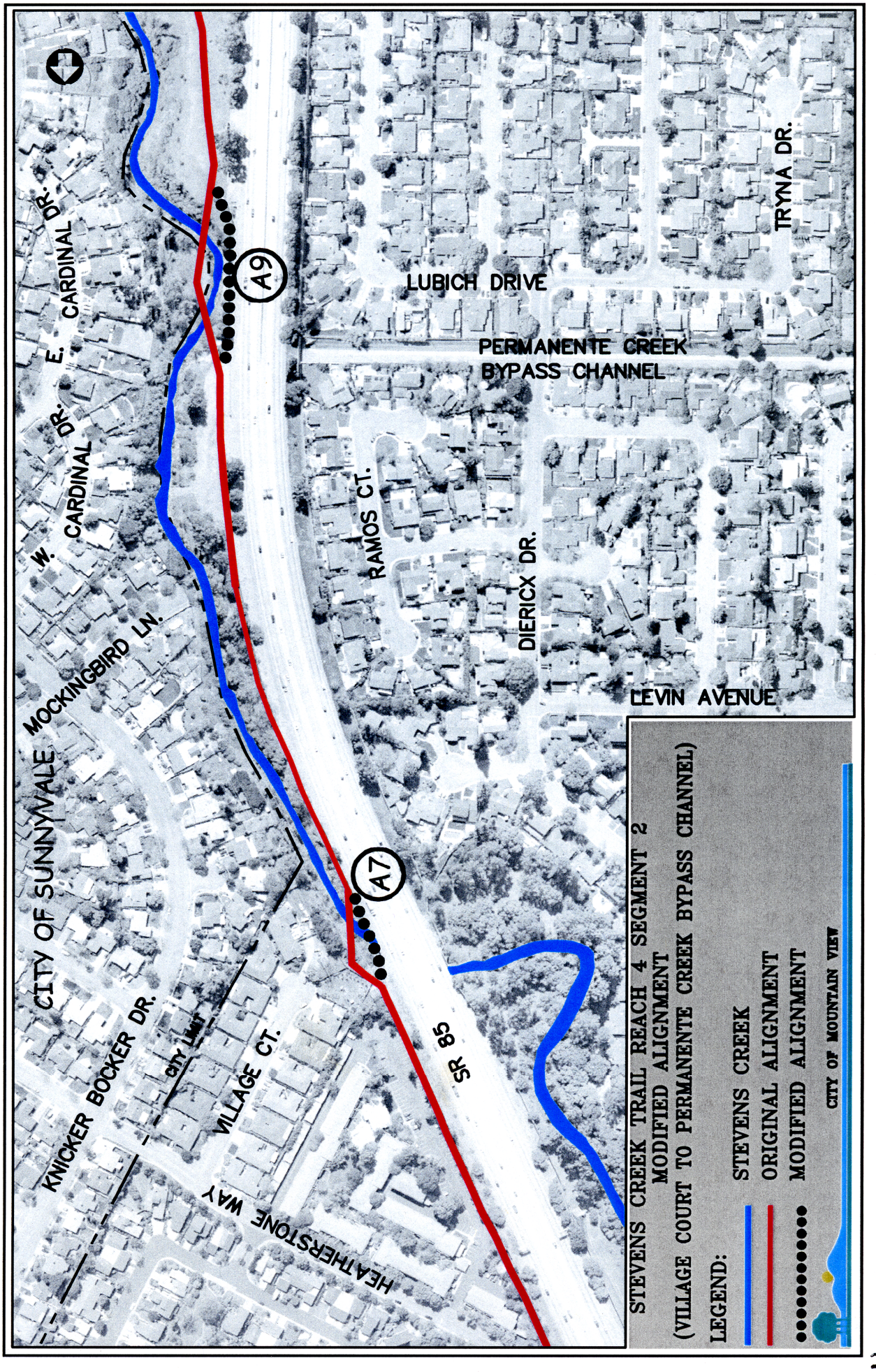
The modified alignment between Village Court and the Permanente Creek Bypass Channel would also minimize impacts to the creek by facilitating the construction of the trail from the highway side of the soundwall/top of bank of the creek while applying standard construction erosion control measures.

From the Permanente Bypass Channel, the trail would continue southward through a meadow on the west side of the creek for approximately 1,000, feet where another pedestrian bridge structure would be placed to cross over State Route 85 to the trail's southern terminus at the trailhead proposed at Mountain View High School.

SUPPLEMENTAL REPORTS

As part of the Final EIR for the project, *H.T. Harvey and Associates conducted* a supplemental biological evaluation (Appendix A of this Final EIR, H.T. Harvey & Associates 2004) to assess the impacts of the modified trail alignments (A7 and A9), which are significantly reduced when compared to the previously proposed alignments. The mitigation planting area required for the modified project is reduced as described below. In addition, *Montgomery Watson Harza* prepared a follow-up geotechnical report (Appendix B of this Final EIR, Montgomery Watson Harza 2003) to the original Preliminary Geotechnical

FIGURE 1


CITY OF SUNNYVALE
MOCKINGBIRD LN.
W. CARDINAL DR.
E. CARDINAL DR.
KNICKER BOCKER DR.
CITY LIMIT
VILLAGE CT.
HEATHERSTONE WAY
SR 85
A7
A9
RAMOS CT.
DIERICX DR.
LUBICH DRIVE
PERMANENTE CREEK
BYPASS CHANNEL
TRYNA DR.
LEVIN AVENUE
STEVENS CREEK TRAIL REACH 4 SEGMENT 2
MODIFIED ALIGNMENT
(VILLAGE COURT TO PERMANENTE CREEK BYPASS CHANNEL)
LEGEND:
STEVENS CREEK
ORIGINAL ALIGNMENT
MODIFIED ALIGNMENT
CITY OF MOUNTAIN VIEW

Feasibility Report to determine if the findings of the previously prepared report are still applicable to the modified alignments.

During the preparation of the DEIR, the exact alignment of the trail on the north side of El Camino Real at the approach to the cut and cover tunnel was not known. Therefore, the loss of riparian and SRA habitat was not quantified, although once the impacts were determined after project design, they would be mitigated just as the other biological impacts of the project were mitigated. In response to comments received from the California Department of Fish and Game (CDFG), the general alignment of the trail was determined for this area and impacts were clarified to be approximately 0.05 acres of riparian and 50 linear feet of SRA habitat. With this clarification of the impacts at the El Camino Real tunnel approach, the previously proposed project would have resulted in impacts to a total of approximately 0.83 acres of riparian vegetation and 423 linear feet of SRA habitat. The proposed modifications to the trail alignments (A7 and A9) substantially reduce impacts to riparian vegetation and Shaded Riverine Aquatic (SRA) habitat along Stevens Creek. It should be noted that although aquatic habitat is located within the Area of Potential Impact (API), this habitat would not be impacted under either the previous or currently proposed project.

With the modified alignment, the project would result in impacts to approximately 0.31 acres of riparian vegetation and 144 linear feet of SRA habitat (a reduction of approximately 63% and 66% respectively). This total includes the quantified impacts at the El Camino Real tunnel approach. The corresponding amount of mitigation to be provided for these impacts would be reduced. In fact, the previously identified Mitigation Site M1 (page 95 of DEIR, Figure 16) would no longer be required. By increasing the size of Mitigation Site M2 (page 96 of DEIR, Figure 17), which is considered more suitable for mitigation planting, the required mitigation for impacts to habitat can be provided in one location near Kentmere Court.

The geotechnical conditions in the area between Village Court and the Permanente Creek Bypass Channel continue to be as they were described in the Preliminary Geotechnical Feasibility Report (Appendix D of the DEIR, Montgomery Watson Harza 2002). The feasibility of constructing the modified alignments (A7 and A9) was evaluated and was also determined to be as described in the original report. It was determined that construction for both modified alignments proposed for this reach of the trail could be conducted from the highway side of the soundwall. Erosion control of disturbed terrain and creek protection will be necessary during construction.

PURPOSE OF THE FINAL EIR

Under the California Environmental Quality Act (CEQA), the City of Mountain View is required, after completion of a DEIR to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the DEIR. The City, as the lead agency, is also required to respond to significant environmental issues raised in the review and consultation process, as described in CEQA Section 15132.

This Final EIR has been prepared to respond to public agency and general public comments received on the DEIR for the Stevens Creek Trail, Reach 4, Segment 2 extension project, which was circulated for public review for a 45-day period, from July 5, 2002 to August 19, 2002, and to respond to verbal comments received at the public meeting, which was held on August 1, 2002.

Format of the Final EIR

This document, which includes responses to comments and text revisions, has been prepared in the form of a revision to the DEIR as allowed by Section 15088(c) of the State CEQA Guidelines. This document and the DEIR (June 2002), herein incorporated by reference, constitute the Final EIR and are available at the City of Mountain View Public Works Department, as well as the Mountain View Public Library, City of Sunnyvale Parks and Recreation Department, City of Los Altos Main Library, and Santa Clara County Parks and Recreation Department.

In addition to Section I describing the purpose and format of the Final EIR, the Final EIR document includes the following sections:

Section II. Comments on the DEIR and Responses

Section II contains copies of all written comments received on the DEIR and all the verbal comments received at the public meeting (in the form of the written transcript of the meeting), as well as responses to those comments. Table 1 lists all parties who submitted written comments on the DEIR and all individuals who commented at the public meeting.

Each written comment letter/email (hereafter referred to as "letter") is labeled with a number in the top margin, with individual comments within the letter labeled with a letter in the right margin. Each comment letter is on colored paper and is followed by the individual comments taken verbatim from the letter and the responses to all of the comments contained in the letter.

The verbal comments in the written transcript of the public meeting are numbered as a continuation of the comment letters.

Section III. Revisions to the Text of the DEIR

Section III contains text revisions to the DEIR. Text revisions can be required as a result of comments received during the DEIR public review process or to reflect modifications that have been made to the project to reduce impacts, which is the case with this project. Changes to the text of the DEIR are shown with page numbers, in the order they appear in the DEIR. Text in standard print is the original text from the DEIR. Underlined text indicates additions to the original DEIR text, and ~~strikeout text~~ indicates deletions to the original DEIR text.

Section II
Comments on the Draft EIR
And Responses

This section contains written and verbal comments received on the DEIR by the Lead Agency and responses to those comments. The written comments are in the form of letters and emails that were received during and after the DEIR public review period between July 5, 2002 and August 19, 2002. The verbal comments were received at the public hearing held on August 1, 2002.

As described in Section I, each comment and response is identified with corresponding letters and numbers. Responses to the verbal comments follow the entire public hearing transcript.

Master responses are used to address comments that are repeatedly raised. A master response allows for the issue to be treated once in detail while providing a consistent response to similar comments. Master responses were prepared for the following concerns:

- Cumulative impacts
- Water temperature, SRA loss and FAHCE Project impacts

This section also contains the Acknowledgment of Receipt from the California Governor's Office of Planning and Research, which acknowledges that the State Clearinghouse received the DEIR and indicates the agencies to which it distributed the DEIR.

Table 1 in this section lists the names of the individuals and organizations that submitted comments on the DEIR during and after the public review period, and the names of the individuals who commented during the public meeting.

TABLE 1: LIST OF COMMENTS			
Date	**Received From**	**Comment Number**	**Response Page Number**
Written Comments from Agencies/Interest Groups			
July 10, 2002	Metropolitan Transportation Commission	1	24
July 22, 2002	State of California State Clearinghouse	2	26
August 16, 2002	Santa Clara Valley Audubon Society	3	31
August 19, 2002	Caltrans	4	40
August 19, 2002	Regional Water Quality Control Board	5	45
August 19, 2002	Guadalupe-Coyote Resource Conservation	6	51
August 19, 2002	Santa Clara Valley Water District	7	62
August 19, 2002	Sierra Club	8	77
August 28, 2002	California Department of Fish and Game	9	82
September 23, 2002	National Marine Fisheries Service	10	87
October 7, 2002	Multiple Trustee Organizations	11	90
November 20, 2002	United States Army Corps of Engineers	12	93
January 8, 2003	League of Women Voters	13	95
Written Comments from Individuals			
July 3, 2002	Hana Yaari	14	99
July 6, 2002	Norman and Norma Belanger	15	101
July 7, 2002	Mark Wunderman	16	104
July 8, 2002	Karen Bengard	17	106
July 8, 2002	Stephanie Hensey	18	108
July 8, 2002	Toni MacAskill	19	110
July 9, 2002	Rhett Atkinson	20	112
July 10, 2002	Andrew Sugamele	21	114
July 11, 2002	William Hitchens	22	116
July 29, 2002	Doug Cheeseman	23	119
July 29, 2002	Gary Bailey	24	123
August 1, 2002	Robert Schick	25	129
August 2, 2002	Aaron Grossman	26	132
August 8, 2002	Patricia Maguire	27	136
August 16, 2002	Gary Bailey	28	159
August 19, 2002	Libby Lucas	29	181
August 19, 2002	Steve Olson	30	186
August 19, 2002	Laura Brown	31	189
August 19, 2002	Davis Fields	32	193
August 19, 2002	Cecilia Keehan (letter)	33	198
August 19, 2002	Cecilia Keehan (email)	34	201
August 22, 2002	Nancy Groves-Herndon	35	205
November 29, 2002	Ruth Troetschler	36	207
December 2, 2002	Gail and Doug Cheeseman	37	210
December 11, 2002	Mr. or Ms. Keswani	38	212

TABLE 1 CONTINUED: LIST OF COMMENTS			
Date	**Received From**	**Comment Number**	**Response Page Number**
February 2, 2003	Anne B. Creery	39	214
February 13, 2003	Molly Molloy	40	216
February 18, 2003	Kathleen Sonntag	41	218
February 24, 2003	Roger Kidd	42	220
March 4, 2003	Bill Michel	43	222
April 15, 2003	Davis Fields	44	225
May 3, 2003	Louise McClain	45	227
Verbal Comments from the August 1, 2002 Public Hearing			
August 1, 2002	Dr. Tushinsky	46	265
August 1, 2002	Cecilia Keehan	47	266
August 1, 2002	Maury Katz	48	267
August 1, 2002	Kelly Crowley	49	268
August 1, 2002	Joan Carter	50	269
August 1, 2002	Aaron Grossman	51	270
August 1, 2002	Gary Bailey	52	271
August 1, 2002	Michael Stanley-Jones	53	272
August 1, 2002	Laura Brown	54	273
August 1, 2002	Tom Boramgimer	55	273
August 1, 2002	Davis Fields	56	275
August 1, 2002	Larry Rosenberg	57	275

SRA/FAHCE/WATER TEMPERATURE MASTER RESPONSE

This master response provides background and context about SRA habitat loss, water temperature, and the FAHCE (Fisheries and Aquatic Habitat Collaborative Effort) settlement. It describes the current water flow regime in Stevens Creek, how the FAHCE settlement may affect the flow and potential impacts to creek vegetation and habitat.

Current Water Flow Regime in Stevens Creek and the FAHCE Settlement

Water flows in Stevens Creek during and after rainfall and during releases of water from Stevens Creek Reservoir by the Santa Clara Valley Water District (SCVWD). The current SCVWD water operations leave Stevens Creek dry throughout the project area during summer months. This practice was confirmed in the SCVWD's DEIR comment letter (Comment Letter 7, pages 42-48). The timing of water releases and dry conditions in the creek depends on rainfall conditions and other factors.

FAHCE is a collaborative effort between the SCVWD and regulatory and trustee agencies to improve habitat for steelhead trout and Chinook salmon on three waterways in Santa Clara County, including Stevens Creek. The Fish Habitat Management Plan (Plan) prepared as part of the FAHCE settlement proposes to improve fish habitat in Stevens Creek, Coyote Creek and the Guadalupe River by removing barriers to fish movement; staging water releases to improve stream conditions for fish; and habitat enhancement including restoring the riparian canopy, gravel enhancement, and stream channel remediation. The Plan is expected to be approved by the State Water Resources Control Board in late 2004.

The Plan proposes to provide approximately four miles of suitable spawning/rearing fish habitat below Stevens Creek Dam. The boundary of this improvement area is approximately two miles beyond the Stevens Creek Trail, Reach 4 Segment 2 project. As a result, none of the riparian or SRA habitat affected by the trail project is within the proposed habitat improvement area of the Plan.

The timing and amount of water releases under the Plan have not been specified and depend on a number of factors, including rainfall timing and amounts and water temperature in Stevens Creek Reservoir. The Plan does not anticipate eliminating dry conditions in Stevens Creek during summer months, though summer releases may occur. According to Scott Akin at the SCVWD, even if releases are allowed from Stevens Creek Reservoir in the summer, it would be unlikely they would flow through the project site due to the distance (approximately six miles) and geologic conditions in the area of Fremont Road that are an impediment to water flow except during significant rainfall or release events.

A second phase of the Plan proposes to extend the habitat improvement area two additional miles downstream. The boundary of this improvement is adjacent to the southerly limit of the proposed project and does not include the area of the creek affected by the trail. The implementation of the second phase will be evaluated based on the success of the first phase.

Summary of Previously Completed Trail Reaches

A discussion of the previously completed reaches of Stevens Creek Trail and their environmental impacts on the creek corridor, including impacts to riparian and SRA habitat, is provided in the master response to cumulative impacts comments on pages ___ of this Final EIR.

Impacts of Current Project on SRA and Riparian Habitat

The current project, Stevens Creek Trail Reach 4 Segment 2, begins at Yuba Drive and ends at Mountain View High School and is approximately 1.7 miles in length. Most of the current project has little or no impact on riparian vegetation or SRA habitat. A description of each subsegment and its major portions and the anticipated impacts to riparian and SRA habitat are provided below.

Yuba Drive to the south side of El Camino Real

The first subsegment, from Yuba Drive to El Camino Real, would be approximately 1,500 feet (0.28 miles) long. The first 1,300 feet of the trail, beginning at Yuba Drive, would not impact SRA or riparian habitat because the trail is either adjacent to State Route 85 and separated from the creek or along an existing path near the creek with no riparian vegetation or SRA habitat. The trail would then enter a tunnel to cross under El Camino Real. While design plans are not developed, the northerly portion of the El Camino Real undercrossing may require the removal of five eucalyptus trees providing limited SRA habitat. Effort will be made to preserve these trees during design. The southerly portion of the El Camino Real undercrossing would not impact riparian or SRA habitat.

South side of El Camino Real to Dale Avenue/Heatherstone Way

The trail from El Camino Real to Dale Avenue/Heatherstone Way would be approximately 3,500 feet (0.66 miles) long, parallel to and east of Stevens Creek. This subsegment traverses a meadow between the creek and Highway 85 until it crosses to the east of State Route 85 on a bridge structure to land near the intersection of Dale Avenue and Heatherstone Way. There are two creek crossings for neighborhood access; at Kentmere Court (A1) and Sleeper Open Space (A4) that clear span the creek and would be placed so that riparian or SRA habitat would not be affected.

Dale Avenue/Heatherstone Way to Village Court

The trail from Dale Avenue/Heatherstone Way to Village Court would be approximately 1,000 feet (0.19 miles) long. It would remain east of State Route 85, separated from the creek by State Route 85. No riparian or SRA habitat would be affected.

Village Court to Permanente Creek Bypass Channel

The trail from Village Court to the Permanente Creek Bypass Channel would be approximately 1,800 feet (0.34 mile) long, includes one creek crossing (Village Court A7), and is between the creek and east side of State Route 85. Approximately 0.26 acres of riparian habitat and 94 linear feet of SRA habitat are expected to be impacted by construction. The SRA habitat will be replaced at a ratio of 2:1, and the riparian habitat will be replaced at a ratio of 2:1 (woody ruderal) and 3:1 (willow riparian). A detailed description of these impacts and mitigations are included in the response to Comment 7D on page ___of this Final EIR.

Permanente Creek Bypass Channel to Mountain View High School

At the Permanente Creek Bypass Channel Crossing (A9), the trail would cross over the Channel adjacent to the soundwall. Approximately 0.14 acres of riparian habitat and no SRA habitat are expected to be impacted at this location. From this location, the trail would be approximately 1,300 feet (0.25 mile) long and include a crossing over State Route 85. It would traverse the meadow between the creek and State Route 85 and no riparian or SRA habitat would be affected in this meadow area.

Summary

Considerable effort has been made to plan the Stevens Creek Trail, Reach 4 Segment 2 to minimize the impact on the creek environment and satisfy the project objectives. Modifications were made to the 1.7-mile project alignment reducing impacts to riparian habitat from 0.83 acres to 0.31 acres and SRA habitat impacts from 423 feet to 144 feet. The project includes mitigation for these impacts at ratios of 2:1 and 3:1 for riparian habitat and 2:1 for SRA (see Section III of this Final EIR).

Riparian and SRA Habitat
Original vs. Modified Project

Habitat Type	El Camino Real Tunnel Approach	Kentmere Court (A1)	Sleeper Open Space (A4)	Village Court (A7)	Permanente Creek Bypass Channel (A9)	TOTAL	
Original Project							
Riparian (Acres)	0.05	0	0	0.39	0.39	0.83	
SRA (Linear Feet)	50	0	0	323	50	423	
Modified Project							**Reduction**
Riparian (Acres)	0.05	0	0	0.12	0.14	0.31	63%
SRA (Linear Feet)	50	0	0	94	0	144	66%

Impact of Current Project on Water Temperature

Comments were received about the effect of the project on creek water temperature. It was determined to be less than significant for the following reasons:

- The normal operating condition of the creek is to be dry during summer months when water temperature is of greatest concern. In the rare instances that water is in the creek in the summer, anadromous fish are not expected to be in the creek. Adults migrate into the stream in the late fall and early winter (December through March) and juveniles migrate out of the stream in the late spring and early summer (April through June).

- Between December and June, when water and fish are present in the creek, the sun angle is lower in the sky and air temperatures are lower. With the lower sun angles and the steeply incised banks of the creek within the SRA habitat impact areas, afternoon sun (which has a greater impact on water temperatures) would not significantly affect water temperatures along the project reach. Further, deciduous trees within the riparian habitat lose their leaves and generally, do not provide shading during the winter months. For these reasons, the loss of SRA habitat would not significantly affect anadromous fish during the critical migration period.

- The amount of SRA impacted is relatively small, at approximately 144 linear feet of the 1.7 mile trail length.

- The affected SRA will be replaced at a ratio of 2:1 (see page ___).

- Up to three bridge crossings of the creek are proposed. While these structures cannot replace all of the functions of SRA habitat, they will shade the creek channel. Each bridge will be approximately 12 feet wide, shading up to 36 feet of the creek channel, approximately 1/4 of the affected SRA.

CUMULATIVE IMPACTS MASTER RESPONSE

Comments were received about potential cumulative impacts to the creek corridor from the proposed project when combined with past, present, and foreseeable future projects. This master response provides additional information about the major projects to supplement the cumulative impacts analysis in the DEIR. Section III of this Final EIR describes the limits of the geographic area considered for the cumulative impacts analysis and includes a table with:

- A list of past, present and foreseeable future projects in the creek corridor that may interrelate with the proposed project;
- A summary of the potentially significant impacts related to them; and
- Mitigation measures implemented to reduce their environmental impacts.

This table (Table 18) is also included with this master response. The most significant past projects considered in the cumulative impacts analysis are the completed reaches of Stevens Creek Trail and the Evelyn Avenue bridge widening over Stevens Creek. A brief description of these projects is provided below, including the potential contribution to cumulative impacts in the creek corridor, with particular attention to tree removal and riparian and SRA habitat impacts.

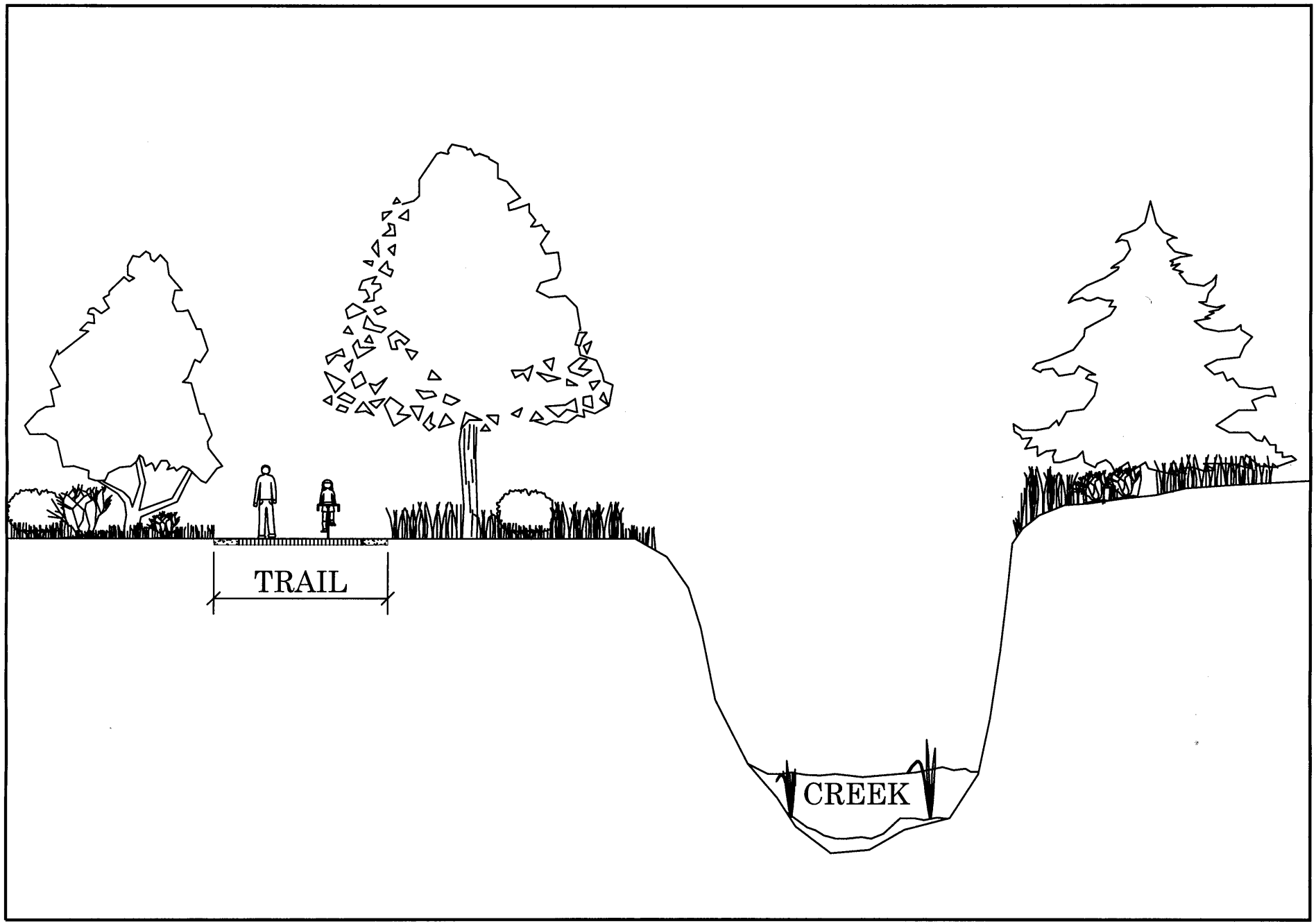
As discussed in Section III of the Final EIR, there are no significant cumulative impacts associated with the proposed project. Additional information included in the Final EIR's cumulative impacts analysis serves to clarify or amplify the impacts and mitigation associated with other projects along Stevens Creek. Accordingly, recirculation of the DEIR is not required.

The Stevens Creek Corridor Description

The Stevens Creek corridor from Shoreline at Mountain View to Mountain View High School generally extends through a developed, urban and suburban area and is approximately 5 miles long. Most of the creek channel is natural and well vegetated, though some areas are lined with concrete, sack rip-rap or other artificial channel surfaces. The creek channel (the area between the tops of the bank on each side of the creek) varies in width from approximately 75 to 200 feet, with 100 feet being a typical width. The total width of the corridor (the relatively natural area between the adjacent developed areas on either side of the creek) varies from approximately 90 to 350 feet, with 200 feet being a typical width.

For most of its length, the existing Stevens Creek Trail occupies approximately 14 feet of the creek corridor, including a 10 foot wide asphalt pathway with a 2 foot wide shoulder on each side. More area is used where associated structures such as bridges and retaining walls are located. The proximity of the trail to the creek varies depending on the width of the corridor, topography, and other factors. For most of its length, the trail is between the top of the creek bank and the developed edge of the corridor (see attached Figure 2). This area provides a creek experience for trail users, but is outside of the more environmentally sensitive area between the tops of the creek banks.

FIGURE 2



NOT TO SCALE

STEVENS CREEK TRAIL
TYPICAL TRAIL CROSS SECTION

Completed Stevens Creek Trail Projects and the Evelyn Avenue Bridge Widening

Each of the previous reaches of Stevens Creek Trail and the Evelyn Avenue Bridge Widening are described below with their potential contribution to cumulative impacts in the creek corridor. These projects were specifically mentioned by commenters and thus included in this master response. Permits are required from the California Department of Fish and Game for any projects impacting the bed and banks of any creek and from the SCVWD for any project within 50 feet of the top of the bank of any creek in Santa Clara County. These types of permits require mitigation according to the requirements of the agency granting the permit.

Reach 1—Shoreline at Mountain View to La Avenida (1.5 miles). Reach 1 was completed in 1991, extending the trail from Shoreline at Mountain View to La Avenida. The pathway was constructed on an existing unvegetated levee. No trees were removed or planted as part of this project and it had no impact on riparian or SRA habitat.

Reach 2—La Avenida to Whisman School (1 mile). Reach 2, completed in 1996, crosses beneath Highway 101, extending the trail from La Avenida to Whisman School. Reach 2 was constructed almost entirely on a relatively flat area between the top of the creek bank and the outer edge of the creek corridor. At Highway 101 the trail descends into to the creek channel, which was previously lined with concrete for flood control purposes. At Whisman School, a bridge was constructed to span the creek. Three trees were removed and 39 trees were planted as part of this reach, some of which are now 20 to 25 feet tall. No impacts to riparian vegetation were documented in the Mitigated Negative Declaration for Reaches 2 through 4 of the Stevens Creek Trail and Wildlife Corridor (November 25, 1992).

Reach 3—Whisman School and Park to Landels School and Park (1 mile). Reach 3, completed in April 1999, brings the trail from Whisman School and Park to Landels School and Park. It includes three bridges over the creek, three underpasses and a 1,100' pedestrian bridge spanning Central Expressway, Evelyn Avenue and the Caltrain and Light Rail tracks. Reach 3 was also constructed primarily on a relatively flat bench between the top of bank and the outer edge of the creek corridor, with the exception of the three creek crossings at Creekside Park, Central Avenue, and Dana Street. At Highway 85 the trail descends into the creek channel (similar to Reach 2 Highway 101), which was previously lined with concrete for flood control purposes. Approximately 1,100 feet, or 20% of Reach 3 is on the structure crossing Central Expressway, Evelyn Avenue and the Caltrain and Light Rail tracks and is not adjacent to the creek. Fifty-one trees were removed and 383 trees were planted by the project. Some of the trees are now 25 to 30 feet tall. No impacts to riparian vegetation were documented in the Mitigated Negative Declaration for Reaches 2 through 4 of the Stevens Creek Trail and Wildlife Corridor (November 25, 1992).

Reach 4, Segment 1—Landels School and Park to Yuba Drive (0.5 mile). Completed in October 2002, this stretch of trail has two undercrossings at Highway 85 and 350 feet of pedestrian/bicycle overpass spanning Highway 237. It is closer to the creek than the downstream reaches and did impact trees and the riparian corridor. Approximately 100 trees were removed. Native Trees were or will be replaced at a ratio of 3:1, and non-native trees at a ratio of 1:1. Approximately 0.80 acres of mixed riparian forest (forage and cover vegetation) was impacted by the project, which will be replaced at a ratio of 1.5:1. 58 new trees were planted as part of the

project, and the City is committed to a mitigation plan that will plant additional trees at the ratios listed above. Of the approximately 2500 feet of trail in this segment, 700 feet (28%) is on a structure or separated from the creek by privately owned, developed property with no impact on the creek corridor.

Evelyn Avenue Bridge Widening at Stevens Creek. This 2003 project added approximately 22 feet to the north side of the Evelyn Avenue bridge over Stevens Creek. Five trees were removed near the creek, and approximately 0.027 acres of riparian habitat and 26 linear feet of SRA habitat were affected. The City is committed to a mitigation plan that will replant riparian vegetation at a ratio of 3:1 and SRA vegetation at 2:1. The area near the bridge is well vegetated, so most of the mitigation planting will occur on the west side of Stevens Creek north of Central Expressway.

Summary

Approximately four miles of Stevens Creek Trail and the widening of the Evelyn Avenue Bridge have been constructed along the Stevens Creek corridor. Mitigation measures in Reaches 1 - 4 Segment 1 provided a net increase in vegetation and trees in the creek corridor. Care was taken during design of previous reaches of Stevens Creek Trail to minimize creek corridor impacts, and most of the trail is set back from the creek bank with little or no impact on riparian vegetation or SRA habitat. Past, present and reasonably foreseeable future projects that might potentially affect the Stevens Creek Corridor are included in Table 18, which is also included in Section III, **Revisions to the Text of the DEIR**, of this Final EIR.

TABLE 18: SUMMARY OF PAST, PRESENT AND FUTURE PROJECTS

PROJECT NAME & LOCATION	PROJECT TYPE & DESCRIPTION	CURRENT STATUS	IMPACTS TO STEVENS CREEK	MITIGATION MEASURES & NOTES
PAST PROJECTS				
SCT Reach 1 Shoreline at Mtn View to La Avenida (Approx. 2.5 miles downstream from proposed project)	Public Facility/Trail 1.5 mile Pedestrian/ Bike Trail connects with Bay Trail and North Bayshore area	Completed Aug. 1991	None – Existing pathway upgraded to a trail in north Mountain View.	None required
Stevens Creek Tidal Marsh Levee (Approx. 4 miles downstream from proposed project)	Public Facility/Levee Repair banks of levees and leaks in the north levee of Stevens Creek Tidal Marsh area	Completed June 1993	Impacts to potential salt marsh harvest mouse habitat along the banks of the creek.	• Completed Harvest Mouse Surveys • Revegetated upper marsh areas. • Installed habitat tunnels to allow access and escape cover for harvest mice. • Project completed with permits from the USACOE[1], CDFG[2], and SCVWD[3].
Crittenden Storm Pump On the east end of North Road next to Stevens Creek (Approx. 2.5 miles downstream from proposed project)	Public Facility/Storm pump Construction of new storm water pump station and associated inlet and discharge piping to Stevens Creek	Completed May 2000	Impacts to approximately 450 sq. ft. of creek channel area that supports wetland species.	• No work occurred within the banks of Stevens Creek during the rainy season (October to April) • Disturbed areas were revegetated with native plant materials. • Installed temporary fencing to protect adjacent vegetation • Project complied with Streambed Alteration Permit from CDFG and a permit from the SCVWD.

TABLE 18: SUMMARY OF PAST, PRESENT AND FUTURE PROJECTS

PROJECT NAME & LOCATION	PROJECT TYPE & DESCRIPTION	CURRENT STATUS	IMPACTS TO STEVENS CREEK	MITIGATION MEASURES & NOTES
PAST PROJECTS				
SCT Reach 2 through Reach 4, Segment 1 Reach 4, Segment 1 Landels School to Yuba Drive (Adjacent to the north end of proposed project)	Public Facility/Trail Pedestrian/Bike Trail connected No. Bayshore Area to Mountain View's Downtown Area Reach 4, Segment 1 (1/2 mile)	Completed Reach 4, Segment 1 March 2003	Reach 4, Segment 1: Approximately 100 trees removed. Impacts to 0.80 acres of mixed riparian forest (No SRA impact).	• Aligned trail avoiding impacts to native vegetation. • Conformance with the Heritage Tree Ordinance. • Reach 4, Segment 1: replanting of native trees at a 3:1 ratio. • Reach 4, Segment 1: replanting of non-native trees at 1:1 ratio. • Reach 4, Segment 1: replace mixed riparian forest (forage and cover vegetation) at 1.5:1 ratio. • Reach 4, Segment 1: approx. 520 shrubs and 58 trees planted, additional new trees to be planted at above ratios. • Reach 3: 383 trees planted. • Reach 2: 39 trees planted. • Planting native forage and cover vegetation. • Monitor mitigation planting performance. • Project obtained a Streambed Alteration Permit from CDFG and a permit from the SCVWD.
Reach 3: Whisman School to Landels School (Approx. 0.5 miles downstream from proposed project)	Reach 3 (1 mile)	Reach 3 Oct. 1999	Reach 3: 51 trees removed (No riparian impacts).	
Reach 2: La Avenida to Whisman School (Approx. 1.5 miles downstream from proposed project)	Reach 2 (1 mile)	Reach 2 Aug. 1996	Reach 2: 3 trees removed (No riparian impacts).	

TABLE 18: SUMMARY OF PAST, PRESENT AND FUTURE PROJECTS				
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PAST PROJECTS				
Evelyn Avenue Bridge Widening Evelyn Ave. between Calderon Avenue and Pioneer Way (Approx. 0.7 miles north from proposed project)	Public Facility/ Street Widened Evelyn Avenue Bridge over Stevens Creek 20 feet on the north side of the bridge.	Completed Sept. 2003	Impacts to 0.027 acres of riparian vegetation (including 26 LF SRA). 5 trees removed near the creek.	• Completed pre-construction surveys for nesting raptors. No raptors were found. • Limited construction activities to the dry season. • Implemented sediment control measures such as the use of filter fences and catch basins. • Riparian vegetation to be replanted at a ratio of 3:1 for riparian habitat and 2:1 for loss of SRA. • Project obtained a Streambed Alteration Permit from CDFG and a permit from the SCVWD.
SCVWD Stevens Creek Drop Structure Modification	SCVWD Public Improvements – removed existing concrete structure within the creek and replaced with new weir structure to facilitate fish passage.	Constructed 2002	Loss of riparian vegetation.	• Revegetated at a ratio of 3:1 for native species and 1:1 for non-native species according to all District protocols and Best Management Practices. • Protected existing trees during construction.

TABLE 18: SUMMARY OF PAST, PRESENT AND FUTURE PROJECTS				
PROJECT NAME & LOCATION	**PROJECT TYPE & DESCRIPTION**	**CURRENT STATUS**	**IMPACTS TO STEVENS CREEK**	**MITIGATION MEASURES & NOTES**
PRESENT PROJECTS				
SCVWD Stream Maintenance and Bank Protection	SCVWD Public Improvements – bank protection improvements along Stevens Creek. (No stream maintenance included).	On-going Maintenance	Project included one site in Mountain view at State Route 85. No significant impacts to riparian vegetation.	Implemented Best Management Practices include: • pre-construction surveys for special status species and implementation of CDFG and NMFWS protocols should species be found, • in-channel work during the dry season, • minimizing vegetation removal and revegetating sites as appropriate. Project obtained a Streambed Alteration Permit from CDFG and a permit from the SCVWD.
SR85/101 Interchange Improvements (Northbound)	VTA[4] Traffic Improvement	Under construction	Stevens Creek is concrete-lined in the project limit so no impacts to riparian habitat. Impacts include removal of Heritage Trees, potential impacts to steelhead, western pond turtles, nesting raptors, & water quality.	• Construction in the creek during the dry season. If water needs to be diverted, it will be done by using alternating sides of the existing box culvert. • Implementation of BMPs to reduce turbidity and sedimentation. • Preconstruction surveys for western pond turtles and nesting raptors. • Implementation of the City's Heritage Tree Ordinance.

TABLE 18: SUMMARY OF PAST, PRESENT AND FUTURE PROJECTS				
PROJECT NAME & LOCATION	**PROJECT TYPE & DESCRIPTION**	**CURRENT STATUS**	**IMPACTS TO STEVENS CREEK**	**MITIGATION MEASURES & NOTES**
FUTURE PROJECTS				
FAHCE Project	Legal Settlement 5/03	Preparing EIR/EIS	Unknown	The attached Summary Report reflects the planned fisheries management activities on Stevens Creek. The SCVWD is in the process of preparing an EIR/EIS and a Habitat Conservation Plan necessary to finalize the settlement.
VTA SR 85 projects	Conceptual Plan only	VTP 2030 Plan (VTA)	N/A	No funds have been programmed for design or construction of this project

[1] Unites States Army Corps of Engineers
[2] California Department of Fish and Game
[3] Santa Clara Valley Water District
[4] Valley Transportation Authority